



City of Austin
Transportation, Planning,
and Design Department

SMART GROWTH INITIATIVE

Matrix Application Packet

January 6, 1999

Revised February, 2001





Memorandum from the Director

The following is a brief overview of the City of Austin Smart Growth Initiative, the Smart Growth Matrix, and the process for applying for incentives under the Smart Growth matrix.

Background

Smart Growth is a nationwide movement that seeks to solve problems that have long been endemic to urban growth and development in the United States. In the suburbs, the problems are urban sprawl, growing traffic congestion, the absence of a sense of place, and air pollution resulting from auto dependence. In central cities and older inner suburbs, the traditional problems of crime, poor schools and poor quality housing remain. Smart Growth argues that the problems of both the suburbs and the cities can be addressed through new strategies that encourage more infill development, more concentrated development, and more redevelopment. Smart Growth calls for the investment of time, attention and resources in restoring community and vitality to center cities and older suburbs and in encouraging more town-centered and transit- and pedestrian-oriented new development throughout a region. It incorporates the principles of sustainability in the form, location, and the materials of development.

In January 1995, the Austin City Council appointed a group of key civic leaders to meet the challenge of change. The Citizens' Planning Committee made 12 recommendations to serve as broad guidelines for specific action items. The report to Council was so favorably received that the group was asked to prepare a comprehensive strategy and action plan based on those recommendations. Issued in April 1996, *From Chaos to Common Ground* provided a blueprint for Austin and surrounding communities with specific strategies for growth in Austin.

Smart Growth in Austin

In February of 1998, the City Council launched the Smart Growth Initiative based in large part on the Committee's recommendations, but with a new blend of sustainability, economic development and a vision for managing growth.

Mayor Kirk Watson and City Council Members Jackie Goodman, Daryl Slusher and Bill Spelman formed a Council Subcommittee to develop the Smart Growth Vision and to prepare practical implementation actions for consideration by the full Council. They have been supported by a 21 member citizen advisory group and a cross-functional staff support team throughout the entire process.

Smart Growth Goals, Principles and Actions

Smart Growth in Austin has evolved to include a number of kinds of activities, projects and processes. Based on the work of the Citizens' Planning Committee, the policies of the community and the Smart Growth literature, three broad goals have been developed which will guide the planning and implementation efforts based on City Council priorities:

1. **Determine how and where Austin grows.** Smart Growth Zones are defined to determine "where" development ought to occur (See Austin Smart Growth Zone Map included with this packet). Neighborhood planning, and pedestrian and transit-oriented design principles help determine "how" development ought to occur.
2. **Improve the quality of life.** Smart Growth encourages development that restores community and vitality to the urban core, protects the character of existing neighborhoods and historic resources, preserves environmental quality and provides alternatives to the automobile.
3. **Enhance the tax base.** Through strategic investments and regional partnerships, focus capital expenditures to enhance Austin's tax base.

Purpose of the Smart Growth Matrix

The Smart Growth Matrix is a tool to assist the City Council in analyzing development proposals within the Desired Development Zone (DDZ). It is designed to provide one quantitative measure of how well a development project accomplishes the City's Smart Growth goals. The matrix incorporates measurements that reflect the three Smart Growth goals described above. These include the location of development, proximity to mass transit, urban design characteristics, neighborhood support, employment opportunities, increased tax base and other policy priorities.

If a development project, as measured by the matrix, significantly advances the City's Smart Growth Initiative financial incentives may be available to help offset the higher cost of developing in urban areas. These incentives may include the reduction or elimination of development fees, public investment in new or improved infrastructure and accelerated infrastructure investments which would include available, but unassigned, CIP resources related to on-site project improvements. A maximum value for incentives is set based on the project matrix score and the increase in property tax revenue related to the project.

Austan S. Librach P.E., AICP
Director, Transportation, Planning and Design Department



Matrix Application Process

The following describes the process for evaluating development projects for Smart Growth incentives. This process involves both preliminary and formal review of the project and encourages an ongoing dialogue between the developer, the City and other interested parties. A brief overview of the process is presented below.

Stage 1: Self-Score and Preliminary Staff Review

Applicant prepares self-scoring of the project based on the matrix. Upon receipt of a letter of request from applicant, city staff will assemble the project review team. The City project review team prepares an informal matrix scoring of the project to provide the applicant the opportunity to understand the criteria and discuss the project with the staff.

Applicable Documents: **Smart Growth Matrix**
 Smart Growth Zones Map
 Smart Growth Matrix Instructions
 Green Building Rating(If applicable)

Expedited processing of development applications

Projects which score in the highest two levels on the preliminary staff review may qualify for expedited processing of development applications. Consult with the matrix project manager for more information.

Stage 2: Formal Review

Upon receipt of Site Plan approval, the Applicant submits the **Formal Matrix Application** with support materials to Planning, Environmental & Conservation Services for review. The City review team scores the project, determines the property tax value of the project, and, with the applicant, determines the incentive package. The formal matrix review must be completed within 90 days of site plan approval.

Applicable Documents: **Smart Growth Matrix Application**
 Smart Growth Matrix Submittal
 Requirements
 Green Building Rating (If applicable)

Stage 3: Contract

City staff obtains City Council and any other approvals, then negotiates and signs a contract with the applicant. Based on City Council approval of incentives, a binding contract is negotiated between the developer and the City at this stage.

Stage 4: Permits/Construction

City staff posts incentives for fee waivers and reimburses fees already paid by applicant. As construction of the project occurs, city staff monitors the project for contract fulfillments.

Applicable Documents: **Green Building Rating Inspection /**
 Certification (If applicable)

For additional information on the Smart Growth Initiative or the Smart Growth Matrix, please reference our Internet site at www.ci.austin.tx.us/smartgrowth.



Matrix Forms & Explanatory Materials

Forms and explanatory materials included in this packet:

Smart Growth Matrix

(also available on website at www.ci.austin.tx.us/smartgrowth)

Smart Growth Zones Map

Description of Smart Growth Matrix Criteria

Smart Growth Matrix Application

Smart Growth Submittal Requirements

SMART GROWTH CRITERIA MATRIX						REVIEWER: _____					
City of Austin Transportation, Planning and Design Department						MARK ONE: <input type="checkbox"/> SELF SCORE <input type="checkbox"/> PRELIMINARY SCORE <input type="checkbox"/> FORMAL SCORE					
DEVELOPMENT: _____			DATE OF REVIEW: _____								
GOALS		ELEMENTS	CRITERIA	POINT SYSTEM			SCORE				
	CATEGORY		Criteria based on information that is not complete or available for scoring	WEIGHT	VALUE	MAX. POINTS AVAILABLE	SCORE	COMMENTS	TOTAL Possible	TOTAL SCORE	
	Eligibility	1. Neighborhood Plans	Project does not conflict with adopted Neighborhood Plan for the area.								
		2. Historic Review	Projects proposing demolition/modification of historically significant buildings require review.								
		3. Incentive Package	Project may not receive Smart Growth Zone Specific incentives.								
SMART GROWTH GOAL I: Determine How and Where Development Occurs	Location (87 points)	1. Smart Growth Zones (Eligible for only one zone - A,B, or C for a maximum possible 45 points)									
		A. Downtown	1. Anywhere 2. Within a 1 block radius of a CMTA bus stop 3. Consistent with transit station area plan	5 5 0	5 4 0	25 20 0				0	
		or B. Urban Core	1. Anywhere 2. Within one lot deep of a Smart Growth Corridor 3. Consistent with transit station area plan	4 4 0	3 4 0	12 16 0				0	
		or C. Desired Development Zone (DDZ) inside City Limits	1. Anywhere 2. Within one lot deep of a Smart Growth Corridor/park & ride 3. Consistent with transit station area plan	3 3 0	1 3 0	3 9 0			45	0	
		2. Location Risk	A. Focus on area of economic need B. A "Trail Blazer" in an untested market	4	3	12 30			42	0	
	Process (135 pts)	1. Neighborhood Planning (Choose A or B)	A. Requires dialogue and support by adjacent neighborhoods (Projects outside of Downtown) B. Downtown Projects			75 35			75	0	
		2. Design Commission (Choose A or B)	A. Presentation & endorsement of plans without conditions (Projects outside of Downtown) B. Downtown Projects	5	2	10 50			50	0	
		3. Historic Landmark Commission	A. Presentation & endorsement of plans without conditions B. Historically zoned buildings or buildings within a historic district	5	5	25 50			50	0	
	Critical Mass (24 points)	1. Threshold Density A. Population (DUA)	1. Meets minimum threshold to support transit (7 to 12 dua average w/in one lot deep of Proposed Smart Growth Corridors. 12-25 dua average in Downtown) (Consistent with transit station area plan)	3	4	12					
		B. Employment (FAR)	2. Meets minimum threshold to support transit (Min. FAR of .35 w/in one lot deep of Proposed Smart Growth Corridors or min. FAR of .5 in Downtown) (Consistent with transit station area plan)	3	4	12			24	0	
	Land Use (110 points)	1. Land Use Contribution (Eligible for only one-A,B, or C for a maximum possible 35 points)									
		A. Downtown Projects	1. Regional draw - retail (anchor retail), entertainment, or cultural center 2. Greater than 200 new housing units	5 5	3 4	15 20				0	
		or B. Urban Core Projects	1. Regional draw - retail (anchor retail), entertainment, or cultural center 2. Variety of housing types (apartments, rowhouses, SF) 3. Greater than 200 new housing units	4 4 4	3 3 1	12 12 4				0	
		or C. Traditional Neighborhood Projects	1. Meets TND codes and ordinances 2. Variety of housing types (rowhouses, gar. apts, sf) 3. Town Center with neighborhood retail	3 3 3	3 3 3	9 9 9			35	0	

GOALS		ELEMENTS	CRITERIA	POINT SYSTEM			SCORE			
	CATEGORY		Criteria based on information that is not complete or available for scoring	WEIGHT	VALUE	MAX. POINTS AVAILABLE	SCORE	COMMENTS	TOTAL Possible	TOTAL SCORE
SMART GROWTH GOAL II: Improve Our Quality of Life	Land Use Continued (110 points)	2. Land Use Compatibility	1. Part of a Downtown District Plan 2. Consistent with a Corridor Plan 3. Consistent with a Transit Node Plan						0	0
		3. Mixed Use per Building (Min. 20% for each use - residential, retail, office)	A. Includes residential above 1st floor B. Street level pedestrian uses C. Includes 2 uses D. Includes 3 uses	5 5 5 5	4 3 3 5	20 15 15 25			75	0
	Urban Design (44 pts)	1. Building Facade Treatment	A. Division of facade into traditional 30' ± increments B. Variety of treatment and human scale details C. 50% or more of facade in glass at street level D. Well-defined entrances every 50' on street frontages	2 2 2 2	2 2 2 2	4 4 4 4			16	0
		2. Compatibility with Surrounding Area	A. Appropriate or compatible massing B. Integration of height with abutting facades C. Rear building treatment D. Mechanical equipment screened where visible	2 2 2 2	2 2 1 1	4 4 2 2			12	0
		3. Provision of Accessible Public Outdoor Space	A. Area greater than 500 ft ² B. Provides table and chairs C. Landscape, including trees D. Pedestrian scaled lighting, min. 3 footcandles E. Located adjacent to Greenway or Street F. Provision of outdoor public art	2 2 2 2 2 2	2 1 1 1 1 2	4 2 2 2 2 4			16	0
	Multi-modal Transportation Elements (134 pts)	1. Transit Coordination	A. Project includes CMTA participation / coordination B. Provides facilities associated w/ bus to rail transfers	4	5	20			20	0
		2. Building Location on Site	A. Oriented to pedestrian network B. No drive through facilities C. Buildings built up to right of way D. Parking in rear of lot behind building	3 3 3 3	1 1 4 2	3 3 12 6			24	0
		3. Streetscape Treatment for Maximum Pedestrian Comfort	A. Street trees min. 4" caliper, 30' o.c. on all frontages B. Use of smaller scale pavement (pavers or scoring) C. Rain protection (awnings, arcades) D. Maintain existing alleys or extend walkable street grid plan E. First floor level at street level or within 18" F. On street parking along street frontages G. Min. 12' wide clear sidewalk along street frontage H. Provision of pedestrian scale street lighting I. Continuation of existing sidewalk networks J. Crossing treatment at street corners (bulb outs, crossings)	3 3 3 3 3 3 3 3 3 3	3 1 1 3 1 1 3 1 2 4	9 3 3 9 3 3 9 3 6 12			60	0
		4. Alternative Pedestrian and Bicycle Access	A. Greenways 1. Access to and no interruption of greenbelt trails 2. Office, retail, or residential uses facing creek B. Internal Sidewalk Network 1. Pedestrian network linking buildings on site and to streetscape sidewalks	2 2 2	2 2 4	4 4 8			16	0
		5. Bicycle Friendly	A. Bike racks (1:10), Bike Lockers (1:50) available B. Locker room facilities, showers and dressing room C. Bicycle linkages	2 2 2	3 2 2	6 4 4			14	0
	Parking (36 pts)	1. Structured Parking	A. Structured and/or underground parking B. Ground floor of structured parking retail C. Provides for shared parking for adjacent businesses D. Division of facade into 30' ± increments & detailing	3 3 3 3	4 3 1 2	12 9 3 6			30	0
		2. Driveway	A. Minimizes curb cuts along front property line	2	3	6			6	0

GOALS		ELEMENTS	CRITERIA	POINT SYSTEM			SCORE					
	CATEGORY		Criteria based on information that is not complete or available for scoring	WEIGHT	VALUE	MAX. POINTS AVAILABLE	SCORE	COMMENTS	TOTAL Possible	TOTAL SCORE		
	Housing (40 pts)	1. Reasonably Priced Housing	A. 20% of units for 80% (4 person) AMFI households B. 20% of units for 60% (4 person) AMFI households	5 5	3 5	15 25			40	0		
	Local Economy (48 pts)	1. Neighborhood Stabilization	A. Traditional neighborhood retail uses B. Neighborhood supported uses	3 3	3 3	9 9			18	0		
		2. Promote local business	A. Provision / retention of space for locally owned business B. Project supports or builds local music / film industry C. Use of local contractors and architects	3 3 3	4 4 2	12 12 6			30	0		
			Sustainable Building Practices (35 pts)	1. Building Construction and Environmental Impact (Choose A or B)								
	A. Green Building Program Participation One star multi-family Two star multi-family / one star commercial Three star multi-family / two star commercial Four star multi-family / three star commercial Five star multi-family / four star commercial B. LEED Certified Rating Silver Rating Bronze Rating Gold Rating			5 5 5 5 5 5	1 2 3 4 5	5 10 15 20 25 10 15 20 25			25	0		
	C. Green Choice Renewable Energy Program			5	2	10			10	0		
	SMART GROWTH GOAL III: Enhance Our Tax Base			1. Tax Base Enhancement	A. Meets AISD 60/40 Goal	4	3	12			12	
		A business case analysis for proposed developments seeking financial incentives is handled separately.				Check:	0					
							% of Total Points					
			GOAL 1 Determine How and Where Development Occurs	50%				0.0	356	0		
			GOAL 2 Improve our Quality of Life	48%				0.0	337	0		
			GOAL 3 Enhance our Tax Base	2%				0.0	12	0		
			TOTAL	100%				0.0	705	0		

MATRIX THRESHOLD LEVELS

0 to 250 points = No Additional Consideration

251 to 335 points = 50% of All Applicable COA Fees Waived (GF & Enterprise)

For projects that score in the two highest levels a business case analysis sets a not to exceed (NTE) value for the incentive package. The NTE value is based on the present value of the increase in property tax revenues generated by the project over a 5 or 10 year time period. The amount of the incentive package can include up to 100% of applicable COA fees, utility charges (at a 5 or 10 year break even level) and the cost of planned infrastructure accelerated in time for the project.

336 to 420 points = 5 Year Incremental Tax Value NTE

421 to 705 points = 10 Year Incremental Tax Value NTE



Description of Matrix Criteria

The following information is provided to clarify the meaning of the criteria listed in the Smart Growth Matrix and the assignment of points for each criteria. The categories listed below correspond in order to those found in the Smart Growth Matrix.

Smart Growth Goal I:

Determine How and Where Development Occurs (356 points = 50%)

Eligibility

- 1. Neighborhood Plans** Proposed use does not conflict with a City-adopted Neighborhood Plan for the area of the project. If the proposed project is in conflict with a Neighborhood Plan adopted by the City of Austin the project is not eligible for Smart Growth Matrix incentives.
- 2. Historic Review** Projects proposing demolition or modification of a historic building or a potentially historic building are subject to historic review. Historic buildings include designated historic landmarks and buildings located in historic districts. Potentially historic buildings are defined as 50 years or older that may qualify for historic landmark designation. The COA Historic Preservation Officer will conduct an initial review to determine historic significance. Additional review by the Historic Landmark Commission may be required if a building is determined to be historically significant.
- 3. Incentive Package** Project may not receive Smart Growth Zone Specific incentives.

Location (87 points)

- 1. Smart Growth Zones**
 - 1. Downtown.** Anywhere between Lamar to the West, IH 35 to the East, Martin Luther King Blvd. To the North, and the North shore of Town Lake to the South. **No partial points given.**
 - 2. Within a 1 block radius of a CMTA bus stop.** The property must be within a one downtown square block of a Capital Metro Transit Authority bus stop. The bus stop must be accessible from the site by a direct route. Full points will be awarded for a mixed-use project within 1 block. **Partial Points:** Available for single use projects within 1 block of a CMTA bus stop.
 - 3. Consistent with Transit Station Area Plan.** If located within an area covered by a Transit Station Plan the project must be consistent with the assumptions of that plan. **No partial points given.**
- B. Urban Core.** Anywhere within the urban watersheds. **No partial points.**
 - 2. Within one lot deep of a proposed Smart Growth Corridor.** Full points will be given for mixed use projects actually fronting on a Smart Growth Corridor. Smart Growth Corridors are roadways designated as proposed mixed use corridors as shown on the Smart Growth Map. These corridors are candidates for proposed mixed-use development based on existing transportation capacity and the potential for future light rail service. **Partial Points:** Mixed-use projects within 300' of a corridor will receive 2/3 points, single use projects on or within 300' will receive 1/3 points.

3. Consistent with Transit Station Area Plan. If located within an area covered by a Transit station Plan the project must be consistent with the assumptions of that plan. ***No partial points given.***

C. Desired Development Zone (DDZ) inside the City Limits.

Anywhere within the Desired Development Zone within the city limits (Full Purpose Jurisdiction) as shown on the Smart Growth Zone Map. Projects within the Extra Territorial Jurisdiction (ETJ) will not receive points for any section of this category. ***No partial points given.***

2. Within one lot deep of a proposed Smart Growth Corridor or a Park & Ride. Full points will be given for projects fronting directly on a Smart Growth corridor or a Capital Metro Transit Authority Park & Ride facility. These corridors are candidates for proposed mixed-use development based on existing transportation capacity and the potential for future light rail service. ***No Partial Points given.***

3. Consistent with Transit Station Area Plan. (see above)

**2. Location
Risk**

A. Area of Economic Need. Census tracts with poverty rate of 20% or more, median income of 80% or less than City's median, or areas considered high risk because they are surrounded by low income area as defined by the City of Austin's Neighborhood Housing and Community Development Department. ***No partial points given.***

B. "Trail Blazer." A project that is the first of its use and size to locate within a 10 block radius of the area. "Trail Blazer" status is based on the difficulty to determine market support for that use in that geographic area. ***Partial points will be given for projects that are considered the second and third of their kind in their location.***

Process (135 pts)

1. Neighborhood Planning

A. Requires dialogue and support by adjacent neighbors. Requires evidence of support for the project by neighborhood organizations whose boundaries include the proposed project. Neighborhood organizations must be listed in the City of Austin Community Registry. Documentation may be in the form of a letter, resolution or similar material. If multiple neighborhood organizations include the project in their boundaries, support must be obtained from all organizations for full points to be awarded. ***Partial points: 1/3 points will be given for initial dialogue and significant coordination with adjacent neighborhoods without full support.***

2. Design Commission

A. Presentation and endorsement of plans without conditions. The project must have been presented to the Design Commission and endorsement received based on the current plan submitted to receive the full points of this category. ***Partial Points: 1/3 and 2/3 partial points will be received based on the Design Commission's recommendations.***

3. Historic Landmark Commission (HLC)

A. Projects that propose restoration or reuse of a historic building require HLC review and approval to receive full points. Projects that reuse a structure 50 years or older may receive 25 points, those that reuse a historic landmark, a structure within a historic district or that involve new historic designation may receive 50 points.

Critical Mass (24 points)

1. Threshold Density

A. Population (DUA). Project includes dwelling units per acre (DUA) needed to provide the minimum threshold to support transit. Projects located within one lot deep of a proposed Smart Growth Corridor must meet the minimum range of 7 to 12 DUA to receive full points. Projects located downtown must meet the minimum range of 12 to 25 DUA. ***Partial points will be given for projects located downtown with 7 to 12 DUA.***

B. Employment (FAR). Project includes Floor Area Ratio (FAR) needed to provide the minimum threshold of employees to support transit. Projects located within one lot deep of a proposed Smart Growth Corridor must meet the minimum range of .35 to 50 FAR to receive full points. Projects located downtown must meet the min range of .5 to 1.0 FAR. ***Partial points will be given for projects located downtown with .35 to 50 FAR.***

Land Use (110 points)

1. Land Use Contribution

Projects are eligible for only one set of the points for Downtown Projects, Urban Core Projects, or Traditional Neighborhood Projects.

A. Downtown Projects. To receive points in this section, the project must have received the points for locating anywhere in the Downtown (1A) section in the Location category above.

1. Regional draw. Retail (anchor retail), entertainment, or cultural center. Full points will be given for projects that include at least one of the following: an anchor retail store, an entertainment facility or a cultural center that will draw population from the entire city and surrounding area. For example, a department store, a theatre, or a museum. ***No Partial Points given.***

2. Greater than 200 new housing units. Full points will be given in the Downtown Project category for projects providing 200 or more new housing units. ***Partial Points: 2/3 of the points will be given for 101 to 200 new housing units. 1/3 points will be given for 25 to 100 new housing units.***

B. Urban Core Projects. To receive points in this section, the project must have received points in the Urban Core section (1B) of the Location category above.

1. Regional Draw (see definition above)

2. Variety of Housing Types. Full points will be given for projects with at least three of the following residential uses: 1) single family/duplex; 2) live/work; 3) row house/townhouse; 4) condominiums; 5) apartments. Each use must comprise a minimum of 10% of the total housing units to be counted. ***Partial points will be given for projects that provide two types of residential uses.***

3. Greater than 200 new housing units. (see definition above)

C. Traditional Neighborhood Projects. To receive points in this section, the project may be located anywhere in the Desired Development

Zone within the Urban Core or Full Purpose Jurisdiction as shown on the Smart Growth Zone Map.

1. Meets TND codes and ordinances. Full points will be given for projects where the site is at least 80% zoned TND. ***Partial Points:*** *2/3 points will be given for projects not zoned TND but providing the main elements of the TND ordinance, including a neighborhood center with a town square, open space, and a mixed residential area.*

2. Variety of Housing types. (see definition above)

3. Town Center with Neighborhood Retail. Provides a minimum 1/4-acre public town green or square bounded by streets on at least two sides and neighborhood retail fronting. ***Partial Points:*** *2/3 points will be given for a town square of a minimum 1/4 acre.*

2. Land Use Compatibility

Degree of consistency with adopted area plans. Plans are not currently available, therefore no points will be given at this time and these points are not included in available totals

3. Mixed Use

The inclusion of multiple land use in a single building or building complex. Uses are defined as retail/commercial, housing, office and industrial. To be considered, however, the use must comprise a minimum of 20% of the total building square footage. **Partial points** will be given if a second or third use comprises 10% of the total building square footage.

A. Includes residential above 1st floor. Projects with residential space totaling at least 20% of the building square footage and located above the first floor will receive full points.

B. Street Level Pedestrian Uses. To receive full points, the ground floor of the building must be located close to the street and have 75% of the street and plaza side façade in pedestrian uses. Pedestrian uses are defined as those that require daily public access, i.e. retail, restaurants or services such as hair salons, dry cleaners, travel agencies. Pedestrian uses should generally be located as close to the street as setbacks permit. Offices must have a significant amount of daily traffic other than employees. Residential must have a minimum of 75% of ground floor units as live/work. ***Partial Points given:*** *2/3 of points will be given for projects with 50% of the ground floor façade containing pedestrian uses or live/work units.*

C. Includes 2 uses. Project includes a minimum of 20% of the square footage in two of the following three uses: retail, residential, or office. ***1/3 Points*** *will be given for projects with a minimum of 10% in two of the above three uses.*

D. Includes 3 uses. Project includes a minimum of 20% of the total project square footage in the following three uses: retail/commercial, residential, and office. ***1/3 Points*** *will be given for projects with a minimum of 10% in two of the above three uses.*

Smart Growth Goal II:

Improve Our Quality of Life (342 points = 48%)

Urban Design (44 points)

1. Building Façade Treatment

A. Division of façade into traditional 30' increments. Vertical divisions approximately every 30' on all street-side building façades to add comfort, variety, and interest at a smaller, human scale. Thirty-foot increments are typical of the traditional "Main Street"-style building façade. **Partial Points:** 2/3 points will be given for approximately 50' divisions. 1/3 points will be given for minimum 50' along 75% of street-side façades.

B. Variety of treatment and human scale details. Full points will be given for the treatment of façade increments separately and provision of at least three human scale details at the ground level. Human scale detailing is the treatment of elements of a building façade at a scale based on human vision, proportion, height and rate of movement to add interest and comfort to the pedestrian. **Partial Points:** 2/3 points will be given for provision of human scale details at the ground level without a variety of treatment of the façade increments.

C. 50% or more of façade in glass at the street level. Full points will be given to projects that have a minimum of 50% of the ground floor street-level façade in glass. Glass allows the pedestrian to view into and people inside to view out of the building, adding interest and safety. **No partial points given.**

D. Well defined entrances approximately every 50' on street frontages. Full points will be given for multiple building entrances at least every 50' on street frontages that are clearly defined as public entrances by architectural treatment. **Partial Points:** 1/3 points will be given for provision of entrances at least every 75' on street frontages.

2. Compatibility with Surrounding Area

A. Appropriate or Compatible Massing. Full points will be given to projects with massing that is compatible with existing adjacent buildings or are appropriate to the future characteristics of the area in which the project is located. For example, a 10 story building occupying a full block is not compatible with surrounding two- three story buildings occupying one half block each. But a 10 story building that steps down to 4 stories at the street might be appropriate in an area where higher densities are planned. **No partial points given.**

B. Integration of height with abutting façades. Full points will be given to projects where the building design takes into consideration the treatment and height of abutting façades. This may be accomplished by limiting the building height, establishing consistent cornice lines between buildings, stair-stepping the building height, or similar measures. **No partial points given.**

C. Rear building treatment. Treatment of the rear façade consistent with the primary building façade, especially when the rear of the building faces residential uses. Rear architectural treatment does not require the same level of detail as the primary façade. **No partial points given.**

D. Mechanical equipment screened where visible. Mechanical equipment visible from adjacent property, the street, a greenbelt or another building must be screened. This item includes equipment located on the roof and visible from an adjacent building. **No partial points given.**

3. Provision of Accessible Public Outdoor Space

Open space, plaza or green that is accessible to the public at their leisure. Perimeter sidewalks up to 12' in width downtown, or 6' in width outside of downtown may not be counted as public outdoor space. Open space should not be greater than 18 above or below adjacent street level. **Partial Points:** *2/3 points will be given for open space with entrances that total a minimum of 30' in width and are level with street side sidewalks but the level of the space is greater than 18 above street level.*

A. Area greater than 500 square feet. Open space area as defined above greater than 500 square feet, not including public sidewalks up to 12' in width downtown, or 6' in width outside of downtown. Average overall width or length shall not be less than 10'. **No partial points given.**

B. Provides tables and chairs. Open space area includes a minimum 3 sets of tables and chairs or benches. **No partial points given.**

C. Landscape including trees. A minimum 20% of the open space area is in landscape beds and a minimum 1 shade tree per 500 square feet of area is provided. **No partial points given.**

D. Pedestrian scale lighting. Provision of street lighting in addition to standard City of Austin street standards that is smaller scaled, more detailed, and enjoyable from the pedestrian's point of view. **No partial points given.**

E. Located adjacent to greenway or street. A minimum of one side of the open space area should be located adjacent to a greenway or street. **No partial points given.**

F. Provision of outdoor public art. One large piece of art or more than three small pieces of art displayed within the accessible outdoor public open space, the streetscape, the transit plaza, or the greenway, which can be used and enjoyed by the public at their leisure. **No partial points.**

Multi-modal Transportation (134 Points)

1. Transit Coordination

A. Includes Capital Metro Transit Authority participation.

Project includes coordination / participation of Capital Metro leading to a dedicated stop on bus route, developer investment in transit stop, park & ride lot facilities at site, and/or similar improvements.

B. Provides Facilities Associated with Bus to Rail Transfers.
Not currently available.

2. Building Location on Site

A. Oriented to Pedestrian Network. 100% of street-side and park-side building faces align with the direction of the public system of sidewalks, off-road paths, and intersection crossings that allows pedestrian to move through the city safely. **Partial Points:** *50% of building façades that face public streets and greenways are oriented to the network.*

3. Streetscape Treatment for Maximum Pedestrian Comfort

B. No Drive-Through Facilities. The project must not provide any drive through facilities..

C. Buildings built to the street. 75% of streetside building façades are built to the minimum front yard setback line. Public open space or wide sidewalks, as defined in this application, may be excluded from this requirement. **Partial Points:** *50% of streetside building façades built to the minimum front setback will receive 2/3 of the points.*

D. Parking in rear of lot, behind building. No off street parking may be located on street frontages and buildings should screen all rear parking from street with the exception of driveways. **Partial Points:** *Parking lots may be located on a maximum of 25% of the street frontages when frontage exceeds 600 feet.*

A. Street trees, minimum 4" caliper, 30' on center along all street frontages. The maximum number of street trees to be provided at 30' on center along 100% of street frontages to shade pedestrians. Points may also be awarded for preservation of existing trees that shade the public right of way or public open space. **Partial Points:** *Street trees at 30' on center along 75% of street frontages will receive partial points.*

B. Use of smaller scale pavement (i.e. pavers or scoring) 100% of street-side sidewalk to be small size (less than 3' x 3') paver units, scored concrete at dimensions less than 3' x 3', or a combination of the two. **Partial Points:** *A minimum of 50% of the street-side sidewalk using smaller scale pavement.*

C. Rain protection. Rain protection extending along 75% of entire street frontage or publicly accessible open space with a minimum walking width of 6 feet. Awnings, balconies, canopies, arcades are acceptable. **Partial Points:** *A minimum of 50% of the entire street frontage to have rain protection.*

D. Maintain or extend walkable street grid and alley plan. Maintaining traffic flow, pedestrian access, and public right of way of existing street or alleys, or establishing a similar network in a new development with walkable (approximately 300' square) blocks defined by streets and/or alleys. Note: new networks may be on-site driveways detailed as streets or alleys. **Partial Points:** *Dividing up approximately 50% of a large parcel into a walkable street grid.*

E. First floor level at street level or within 18" above street level. Elevation of the first floor on 100% of the street side of a building to be within 18" of the elevation of the adjacent street. **Partial Points:** *Elevation of the first floor along 50% of the street side frontage of a building within 18" of adjacent street elevation.*

F. On Street parking along street frontages. Maintaining or adding parallel parking along at least 50% of the street frontages of the site to buffer pedestrians from vehicular traffic on adjacent street and to decrease the need for additional on site parking. **Partial Points:** *Given for maintaining or adding parking along 25% of street frontage.*

**Streetscape
Treatment for
Maximum
Pedestrian
Comfort**
(continued)

G. Minimum 12" wide clear sidewalk along all street frontages. Provision of a minimum of 12' wide sidewalk along 100% of downtown or Smart Growth Corridor street frontages or 8' wide sidewalk along 100% of all other street frontages clear of any vertical obstruction including benches, tree trunks, signage. **Partial Points:** *As above, but the sidewalk along the street frontage reduced by 2' width will receive 1/3 points.*

H. Provision of pedestrian scaled lighting. Provision of building mounted street lighting in addition to standard City of Austin street standards that is smaller scaled, more detailed, and enjoyable from the pedestrian's point of view along 100% of the street frontage, maximum 50' on center. Light standards, bollards, or wall sconces, not more than 16' above the sidewalk, that provide additional light on the sidewalk as well as at a height visible to the pedestrian. **Partial Points:** *A minimum of 50% of the entire street frontage to have pedestrian-scaled lighting.*

I. Continuation of existing sidewalk networks. Extensions of any public sidewalk that exist adjacent to the site, as well as, connection to any public or private sidewalks or trails that run adjacent to the site. **No Partial Points Given.**

J. Crossing Treatment at street corners (bulb outs, crossings). Provision of, and Public Works approval of, any detailed crossing treatment adjacent to the site that would provide safer pedestrian crossings at all major and/or minor street intersections. Examples include reducing down the intersection neck by providing "bulb outs" at the street corners in lanes originally provided for on street parking, or providing pavers at crosswalk location in street to provide a visual as well as sound signal to vehicles. **Partial Points:** *Provision of crossing treatment at only one intersection adjacent to the site.*

**4. Alternative
Pedestrian and
Bicycle Access**

A. Greenways.

1. Access to and no interruption of greenbelt trails. Available only to sites adjacent to greenbelts. Provision of at least one point of ramped public bicycle and pedestrian access to greenbelt trails, linking the site, streetscape sidewalks, and any bicycle lanes to the trails. No interruption of existing trail traffic is allowed. Visible efforts at reducing amounts of retaining walls and other forms of "hard construction". **No partial points given.**

2. Office, retail, or residential uses facing greenbelt. 100% of greenbelt frontages must be office, retail, or residential on all floors. Warehouse, parking or industrial uses may not be uses adjacent to greenbelts, in an effort to maintain a friendly pedestrian environment. Loading docks or other "alley-type" uses should also be buffered by building from greenbelt. **Partial Points:** *First floor only office, retail, or residential with parking structure above will receive partial points.*

B. Internal Sidewalk Network

1. Pedestrian network linking buildings on site. Provision of sidewalks that link multiple buildings on the site to each other and the streetside sidewalk, especially through parking areas. A pedestrian should be able to walk safely along a network of sidewalks that connects all public building entrances to the streetside sidewalk as well as to parking. Sidewalks that traverse parking lots shall be separated from the vehicular traffic.

5. Bicycle Friendly

A. Bike Racks (1:10), Bike Lockers (1:50) available. Full points will be awarded for projects that provide 1 bicycle rack per every 10 vehicular parking spaces and 1 bicycle locker per every 50 vehicular parking spaces. Location of Bike racks and lockers is in an area visible from bike route. **Partial Points:** *2/3 points will be given for provision of bike racks at 1:10 or lockers at 1:50 shall be located in an area accessible from bike route.*

B. Locker Room Facilities, Showers and Dressing Room. Provision of one facility to include at least one shower available to all commercial and office building tenants. **No Partial Points given .**

C. Bicycle Linkages. Continuation of bicycle transportation network (consisting of bike lanes and off-road paths) into site by providing safe bicycle crossings and entrances. Location of Bike racks and lockers is in an area visible from bike route. **No Partial Points Given.**

Parking (36 points)

1. Structured Parking

A. Structured and/or underground parking. Full points will be awarded for projects that provide 100% of on-site parking underground or where all floors of structured parking facades are detailed to resemble a building facade. **Partial Points:** *75% of on-site parking is located in structured and/or underground parking.*

B. Ground floor retail in Parking Garage. A minimum of 75% of ground floor of structured parking along the street to be pedestrian oriented uses (i.e. retail or walk-in office uses— see definition in the Land Use section, page 3.) **Partial Points:** *50% of ground floor of street frontage to be retail.*

C. Provides for Shared Parking for adjacent businesses. A shared parking agreement has been signed between all appropriate business owners and approved by the City. **Partial Points:** *Additional parking is provided in excess of LDC requirements or the structure is available for after hour's use.*

D. Division of façade into 30' increments. Vertical divisions at approximately of 30' on center on all visible façades of the parking structure. Division of the façade adds variety and interest, and increases the comfort of the pedestrian passerby. 30-feet is a traditionally "Main Street" – style building width. In addition, treatment of the façade with additional detailing to match the adjacent building is required. **Partial Points:** *Division of the street fronting façades with additional detailing will receive partial points.*

2. Driveway

A. Minimizes curb cuts. Projects that have no more than one curb cut on the front side of the property and no more than two curb cuts per block will receive the full points. Driveways into the project should be at 90 degree angles to the street and should have the minimum allowable width and curb radii. **Partial Points:** *Projects with no more than two curb cuts per block face will receive partial points.*

Housing (40 points)

1. Reasonably Priced Housing

A. 20% of units for 80% (4 person) AMFI households. 20% of the project's total housing units can be purchased or rented by a 4 person household with 80% of Adjusted Median Family Income, as determined by the US Department of Housing and Urban Development. ***Partial Points*** will be given for projects that provide 10% of housing units as reasonably priced.

B. 20% of units for 60% (4 person) AMFI households. 20% of the project's total housing units can be purchased or rented by a 4 person household with 60% of the Adjusted Median Family Income, as determined by the US Department of Housing and Urban Development. ***Partial Points*** will be given for projects that provide 10% of housing units as reasonably priced.

Local Economy (48 points)

1. Neighborhood Stabilization

A. Traditional neighborhood retail uses. Provision of space and tenant for neighborhood oriented "daily need" retail uses, including grocery stores, dry cleaners, Laundromats, video stores, delicatessens or similar uses. ***No Partial Points.***

B. Neighborhood supported uses. Uses that fulfill an identified area need as attested by written statement or in neighborhood plan of surrounding neighborhood associations. ***No Partial Points.***

2. Promote Local Business

A. Provision of space for, or retention of, locally owned Business. Points will be awarded based on written commitment to provide space for new, or retain near their current location, existing locally owned businesses. ***No Partial Points.***

B. Project supports or builds local film or music industry. Full points will be awarded for projects that provide facilities or services that support or strengthen the local film and music industries. ***No Partial Points.***

C. Use of local contractors, architects. Use of locally based general contractors, architects and engineers will receive full points. The use of local services promotes support for the local economy. ***Partial Points:*** *Partial points will be given for use of local general and contractors or for the use of local architect and engineers.*

Sustainable Building Practices (35 points)

1. Building Construction and Environmental Design

(Choose A or B)

A. Green Building Program Certification. Points will be awarded on a sliding scale for projects that meet City of Austin Green Building Standards (one through five star ratings).

B. Leadership In Energy and Environmental Design (LEED). Points will be awarded on a sliding scale for projects that meet the LEED certified or silver rating.

C. Green Choice. Full points will be given for projects that are certified participants in the Austin Energy Green Choice Renewable Energy Program. ***No Partial Points Given.***

Support (12 points)

1. Support of other Agencies

A. AISD 60/40 tax base enhancement. Development that contributes to Austin Independent School District goal of drawing 60% of their tax revenues from commercial development inside of their district boundaries.

Matrix Threshold Levels

0 to 250 points	Projects scoring 250 points or less will receive no additional consideration for Smart Growth Criteria Incentives.
251 to 335 points	Projects scoring within the range of 251 to 335 points on the matrix will receive 50% of all applicable City of Austin Fees Waived (General Fund and Enterprise)
336 to 420 points	Projects scoring within the range of 336 to 420 points on the matrix will be eligible for an incentive package not to exceed the net present value of increased property taxes generated over a 5 year period. The amount of the incentive package can include up to 100% of applicable City of Austin fees, utility charges (at a 10 year break even level) and the cost of planned infrastructure accelerated in time for the project.
421 to 705 points	Projects scoring within the range of 421 to 705 points on the matrix will be eligible for an incentive package not to exceed the net present value of increased property taxes generated over a 10 year period. The amount of the incentive package can include up to 100% of applicable City of Austin fees, utility charges (at a 10 year break even level) and the cost of planned infrastructure accelerated in time for the project.



Stage Two: Formal Review

Contents:

Smart Growth Criteria Matrix Application

**Smart Growth Criteria Matrix Submittal
Requirements**



Matrix Application For Formal Review

Project Information

Project Name: _____

Project _____

Address: _____

Proposed
Land Uses
and Square
Footages: _____

Legal
Description: _____

Zoning: _____

Site Plan
Number: _____

Contact Information

Name: _____

Address: _____

Phone / Fax: _____

E-mail: _____

Refund Acknowledgement

As owner / representative (circle one) for the proposed project I understand that if incentives are approved by the Austin City Council refunds of fees or other project costs will require receipts or other approved documentation prior to payment.

Printed Name: _____

Signature: _____ Date: _____



Matrix Submittal Requirements

The following materials are required for Formal Review under the Smart Growth Matrix. Refer to the Smart Growth Matrix application process (page 3) for the specific items required for Stages One and Two.

1. Project summary letter which includes the following:

The size and type of development proposed;

The location of the project;

Narrative explaining how the proposed project furthers the City of Austin Smart Growth Initiative and the public benefits of the proposal;

Specific design features that result in those benefits;

Any additional information supporting the application.

2. Completed Smart Growth Incentives Application and Green Building Rating (if applicable).

3. One copy of an approved site plan, or site plan exemption, for the project

4. Graphic support materials for design elements described in summary letter or matrix self-test such as architectural elevations, perspectives, renderings, models, etc.

5. Self-test of the Smart Growth Matrix

6. A list of requested incentives and approximate values for those incentives

7. Other support materials for benefits described in summary letter or matrix self-test such as letters from neighborhood associations, letters of agreement or support with other agencies or jurisdictions such as Capital Metropolitan Transit Authority, AISD, Travis County or others

8. Business case analysis which includes the following:

Estimated total investment;

Current assessed value of the site and any existing improvements.